(b) This is a joint venture between the Indian Railways and the Karnataka State Tourism Development Corporation (KSTDC). The proposed itinerary of the train is as below:

Bangalore-Mysore-Hassan-Hospet-Hubli-Dandeli-Goa-Bangalore

No timeframe has been set for launching of the above train.

Frequency of Rajdhani Express to Ranchi

1907. MISS MABEL REBELLO: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to increase frequency of Rajdhani Express train to Ranchi;

(b) the reason for which Government are not increasing its frequency to daily; and

(c) whether there is any plan to start more trains from Ranchi to other metros?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) No, Sir. However, an additional Rajdhani service between New Delhi and Ranchi *via* Daltonganj-Barkakana has been introduced from 11.06.2006 making tri-weekly Rajdhani service between New Delhi and Ranchi. Daily Rajdhani service between Delhi and Ranchi is not feasible due to operational and resource constraints.

(c) No, Sir. However, it is proposed to introduce Ajmer-Ranchi Garib Nawaj Express *via* Varanasi (weekly) as announced in Rail Budget 2006-07.

Connecting Hazira Port to its Hinterland

1908. PROF. ALKA BALRAM KSHATRIYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under consideration for connecting Hazira Port to its Hinterland;

(b) if so, whether Government would consider to extend the side track for KRIBHCO upto Hazira; and

(c) the time bound programme for completion of the project, if any?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) As per the techno-economic feasibility survey, the new line is proposed parallel to the existing KRIBHCO siding.

(c) The construction will be taken up on completion of the project development, agreement of strategic partners in financial participation and sanction of the project. The construction of the project is expected to take about three years after sanction.

New train between Bhuvaneshwar and Baripada

1909. SHRI BHAGIRATHI MAJHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether he had announced in the budget 2006 to provide a new express train between Bhuvaneshwar to Baripada three days in a week;

(b) if so, whether Government have taken any constructive action regarding the above; and

(c) if not, what are the reasons for delay of the project and by what time the above said train would be provided for the tribal people of the Mayurbhunj?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) and (c) At present, only Diesel Multiple unit (Push pull) services can run at Baripada Station as this does not require any reversal of locomotive. To provide an Express train service between Baripada and Bhubaneshwar it has to be run with conventional coaches which would involve reversal of locomotive for which presently infrastructural facility of a loop line does not exist at Baripada. Further, it is pointed out that Baripada is a steep gradient and it is not technically feasible to have loop line at the station due to safety considerations. It is proposed to have a station at Bhanjapur, 4 km beyond Baripada, where the loop line is proposed to be provided for which work is under process of sanction. The express train services will be introduced between Baripada and Bhubaneshwar after completion of the work.